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The sugar-beet harvest proved that the coordination of carrier with the economy and sound transportation planning would result in better utilization of transport facilities and in substantial reductions in costs. Experience to date shows that by concentrated loading and unloading and optimum utilization of trucks, large-scale bulk transportation is possible even with limited space. All efforts must be directed toward putting experience into practice in the second year of the Five-Year-Plan. It is essential to extend the Traffic Commission (formerly the Lehmann Crop Commission) to all sectors of our economy so that in the general interest participation and planning by transportation and industry can be achieved. The purpose is to make better use of transport space generally.

However, better utilization of transport space and expediting of freight traffic can be achieved only with a basic improvement in loading and unloading time. It is still true that the loading, unloading, and waiting periods are generally too long. Legislation establishing norms for loading and unloading time must be enacted, so that industry will be forced to handle transportation space economically. But transportation space -- not only in motor transportation -- can be used economically only when loading may be done regularly also on Sundays and holidays. The German Reichsbahn justly stresses the fact that by not loading and unloading on Sundays almost half of the available transportation space is being wasted. Since the Reichsbahn and water transport are dependent to a large degree on feeder service by motor transportation, everything should be done to ensure, in 1952, that motor vehicles are always ready for Sunday loading and unloading. The support of the FDGB (League of Free German Trade Unions) is needed for this. Also, on the shippers' side, loading personnel should be available and ready for work.

The drawing up of performance contracts between industry and motor transportation is one way of forcing both participants to work economically; the contracts will also ensure responsible planning by both contractual parties, and this again will lead to an improvement in all management measures. The beginnings, which were brought about by agreements between the ATG (Automobil Transport Gemeinschaft, Automobile Transport Association) and the VEAB about 2 years ago, have not been further developed because this important matter has not received due consideration from government offices, including the Directorate General for Motor Transport and Roads. Performance contracts, coupled with penalties for nonfulfillment, must receive primary consideration in 1952.

Unfortunately, the resolution drawn up at the conferences to bring about a 5-percent reduction in fuel consumption has not been fully realized. The best results were achieved in Land Sachsen through the use of a carburetor-adjusting service. Everything must be done to introduce this service throughout all the Laender. Unfortunately, installation of this service has proceeded very slowly.

It is also necessary to revise present fuel norms, which have been in use since mid-1951. It will be necessary to initiate practical investigations, e.g., of the quantity of fuel consumed in difficult driving, on mountain trips, etc., in order to establish a basis for these norms.

The Motor Transportation Conference resolved that a careful study of the methods of Soviet innovators, such as Kovalev or Titov, be undertaken. The Kovalev method is closely connected with the absolutely essential saving of fuel, because a general reduction in consumption will be achieved only by correct driving methods. The VVB (Federation of People-Owned Enterprises) Motor Transportation has already achieved good results in Land Sachsen by making use of this method and by its own research. This experience must be transferred to all other Laender.

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It has already been pointed out that bus transportation performance improved only because it was possible to activate about 50 percent of the busses designated for reconditioning by the Second Transportation Conference. Had the inner reserves been sufficiently exploited, then certainly an even larger number could have been put back in operation. It is therefore essential to make up for lost time and to ensure the financial basis of the 1952 bus reactivating program.

The directive of the former German Economic Commission for the establishment of freight collection stations has been in effect for several years. That it has more or less remained on paper is due to insufficient cooperation between the German Reichsbahn and water and motor transportation, and to the fact that it is not widely enough realized that freight collection stations can operate efficiently only in a forwarding capacity. On the basis of this realization and of investigations into the flow of goods, freight collection stations should be established at freight-route junctions. Cooperation of all carriers will play a decisive role here. The establishment of freight collection stations will be a task for the VVB German Freight Forwarding.

The soundness of the directive mentioned above is today more apparent than ever. The expansion of transportation needs and the knowledge gained require consideration of all aspects. Motor freight transportation, long distance and local, will develop automatically, so that in the long run it will take some of the load off the Reichsbahn.

At the time of the World Youth Festival, GDR motor transportation showed that with proper organization and leadership, and given sufficient quantities of tires and fuel, its performance capacity was beyond question. Motor transportation faces another great task in 1952; helping in the 1952 National Reconstruction Program for Berlin.

Fulfillment of the resolutions of both conferences to put at least 80 percent of the employees in the people's enterprises on a piecework basis has been unsuccessful; in the repair shops, however, piecework has been instituted almost throughout, and the number of the TAN (Technical Work Norms) has been increased by 18 percent. Some good beginnings in the application of piecework wage rates can be noted in transportation enterprises of the VVB Motor Transportation in Sachsen and Mecklenburg. Again and again, however, it is demonstrated that the present piecework wage system is not established on a realistic, generally usable basis. All possible means should be employed to find this basis; for instance, it should be considered whether abandoning ton-kilometers as the basis for computation and substituting kilometer performance and normed loading, unloading, and waiting periods might not prove satisfactory. Experience thus far has been insufficient to provide a usable piecework wage system for motor transportation. New studies must be undertaken so that realistic piecework rates may be introduced in the transportation field in 1952. The continuous preparation of technical work norms for repair and transport units is as important as always.

Execution of the exchange of information program, except for the attempt to include the periodical Der Verkehr (Transportation), has been inadequate. The same is true of work and production conferences within the enterprises and of the control of the Directorate General. In general, greater labor productivity can be noticed. It should be recognized that through a properly organized information exchange and well-conducted production conferences, not only could motor transportation and repair performances be improved, but overhead costs could be reduced.

It is possible that 60 percent of the basic-production workers of the transportation services and 75 percent of the basic-production workers of the motor repair shops will be employed on a piecework basis by the end of 1952. This can be achieved by adequate expansion of the invention and suggestion systems, which so

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far have been rather neglected, and by proper utilization of activist plans and brigade formation. It goes without saying that for this purpose TAN evaluators must be specially trained. The training experiences of 1951 must serve to train not only TAN evaluators but also plant directors, head bookkeepers, etc.

In this connection, close attention must be paid to the first application of the Losiniski-Opitz method of abridged plant accounting in Sachsen Anhalt, so that the management and employees of a plant can immediately take whatever operative measures are necessary to improve their work. Experience has proved that work competitions can contribute decisively to increased work performance. It is therefore essential to renew competitions in people-owned automotive transport.

What competitions mean and what results may be attained is shown by the 100,000-kilometer movement, a mass competition, and by the introduction of "personal accounts." About 70 percent of the drivers employed in people-owned transport enterprises have joined the 100,000-kilometer movement. It must be realized that not everything has been done by the enterprises and by the trade unions to develop this necessary mass movement into a true mass movement embracing all the drivers of the GDR.

The general introduction of the Technical Supervision Service will contribute greatly to the care and maintenance of the vehicles of the people-owned motor transport and similar organizations. It must be determined to what degree these measures should extend to the private sector. Such measures are in the interest not only of the economy, but of our motor vehicle owners as well; compliance safeguards their means of earning a livelihood.

A new price list for automotive repair shops must definitely be established in 1952, to create a sound cost basis in automotive transport maintenance.

In addition, it is essential that an automotive technical institute combining all testing and evaluation activity be established as soon as possible. This institute should contribute to greater traffic safety and, on the basis of its experience, should standardize the GDR motor vehicle park, so that the production of the spare-parts industry will be truly useful.

The resolutions of the Halle Conference provided that bills of lading and periodic statements (Pflichtabrechnung) should be introduced in commercial motor transportation by 1 April 1951 for long-distance traffic and by 1 October 1951 for local traffic. The following objectives would thereby be accomplished: (1) a realistic basis for making reports, (2) a better utilization of transport space, and (3) a sound system of freight accounting for the shipper as well as for the vehicle owner.

It has become apparent that although basic principles were discussed everywhere, no attention was paid to the circumstances which make execution of the principles difficult. This is partly because the basic considerations came from the upper echelon, partly because the circumstances were not criticized enough from the lower echelon. Because the difficulties were not recognized until too late, it was not possible to accomplish these objectives, which had been accepted by the Directorate General, the Laender governments, the ATG, and the VVB (Motor Transportation?). At present, the experimental introduction of bills of lading in Thuringen has advanced conditions to the point at which a general introduction and use of bills of lading and periodic statements for long-distance transport may be expected by 1 April 1952. Should this happen, the initiative of all interested in bills of lading and periodic statements will be needed in order to keep the set schedule. The execution of these measures means generally an advance in the development of motor transportation which will also be advantageous to the shippers.

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At the special meeting on highway matters at the Second Transportation Conference, the foremost task was to improve the brown coal tar binding agent developed in the GDR and used in road construction and repair. The goal was to provide a good binding agent for road repair and construction and to eliminate the need for foreign imports. The progress of this research has brought good results. Development in 1951 has contributed to better road maintenance and to greater durability of repaired surfaces. Experience to date indicates that research will have to be carried on with even greater intensity in 1952, to achieve complete independence from other bituminous binding agents.

For the same reason, and in order to save critical materials, domestic raw materials were used increasingly in road building and in bridge building. Good results can already be seen in bridge building.

Just as in previous years, in 1951 there were difficulties to be overcome in road bridge building. The main difficulty was the lack of certain rolled steel profiles for steel constructions. These difficulties will probably be eliminated in 1952. Industry must support road and bridge building with adequate construction machinery to a greater degree than heretofore. As far as motor vehicles are concerned, it was possible to attain the goal for the procurement of necessary vehicles and machines from investment funds as established in the working directives. It should be stressed that highway construction and maintenance must be given proper support so that work productivity will be increased and costs effectively lowered.

Through the cooperation of the road administrations of all the Laender, and with the help of instructors, it was possible to fulfill the road bridge investment plan by almost 100 percent. Only Brandenburg fell short, by about 13 percent. The building of road bridges must proceed more smoothly next year. The possibility for this exists since the preliminary project plans for 1952 were finished by the end of 1951, and the final project plans are to be finished by 28 February 1952 at the latest. This guarantees that annual contracts with the building enterprises will be drawn up in the first quarter 1952, i.e., the requisite conditions exist for complete fulfillment of the 1952 road bridge investment program.

It has already been pointed out that to insure the development of motor transportation in 1952, a reorganization of people-owned motor transportation and of the ATG must be carried out. The development of the road system is given priority over motor transport development since the decree on reorganization of the road system was issued by the GDR government on 10 May 1951. Apart from a 5.4-percent reduction of expenditures brought about by this reorganization, a unified administration which can take over large tasks is being created. It will be able to carry out continuous road and bridge maintenance intensively.

With the establishment of a central design office, it was possible to conclude the preliminary plans of the 1952 road investment program by 1 November 1951. Ninety percent of the final plans should be concluded by the beginning of 1952, so that, just as in bridge building, the requisite contracts with the building enterprises can be completed at the beginning of the year.

These measures are supported by delivery contracts with the stones and earth division of the DHZ (Deutsche Handelszentrale, German Trade Center) which were drawn up in November 1951 for 1952. Therefore, by making use of the favorable freight-car situation during the first quarter 1952, it will be possible to transport 70 percent of all the necessary stone to construction sites by 1 May 1952. Thus, it will be possible to begin construction immediately at the start of the building season. Stocking up of road building binding agents is also provided for in these measures.

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The Halle resolution provided for introduction of specialized work brigades in road and bridge maintenance. These specialized groups, which so far have been formed on too limited a scale, have proved their worth. In 1952, then, the formation and use of such groups will lead to the establishment of cost accounting in road administration. Technical work norms in road building will also be introduced by these groups and this will ultimately lead to the introduction of piece-work wage rates in the highway system.

The formation of cadres ranks among the first considerations everywhere. For the past year, the school of roads in Schleusingen has proved its worth. The school curriculum is oriented toward training road foremen to become road construction specialists and specialists to become engineers. The preliminary training is given at the Laender schools for road men, which date from 1 May 1951. The further training of specialists, on the widest possible basis, must be the goal for 1952. The picture is still bleak as far as trained cadres in motor transportation are concerned. A great deal has been neglected. The school planned in Leipzig for the training of teachers must be established as soon as possible. The preparation of operating and investment plans and continuous control have shown many weaknesses everywhere. The same is true of the conclusion of collective work contracts in enterprises. Here, a basic change must be brought about to accomplish a broad and purposeful training of specialists.

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